

The Utah Department of Transportation's (UDOT) Utah County Corridor Expansion (I-15 CORE) is being constructed using a method called design-build. This process allows for a faster construction timeline and more efficiency, while fostering flexibility and innovation. UDOT determined initial design and construction parameters for the project, then allowed a design-build contractor team to offer ideas and details for best accomplishing the project within the necessary budget, timeline, quality and material requirements.

About Design-Build

- Accelerates project timeline from planning and designing to actual construction
- Allows more innovation and flexibility from the contractor than the traditional design-bid-build method including the use of new technologies and techniques
- Simplifies the process as architects, builders, designers and engineers form an integrated design and construction team and act as a single source for the project and its accountability
- Integrates the entire project and construction team from the earliest possible stage
- Encourages competition in the contractor selection process
- An estimated 40 percent of the U.S. design and construction industry work or have worked on projects using this method

UDOT's Use of Design-Build

- The design-build process has saved UDOT millions in project costs by encouraging the use of innovative ideas and techniques and by completing the project ahead of schedule
- The I-15 Reconstruction in 1998 was UDOT's first project to use design-build
- From 1998-2007, UDOT employed design-build construction on 18 projects including the I-15 Salt Lake County reconstruction, 12300 South reconstruction, State Road 201 from I-15 to 3600 West reconstruction and I-15 NOW in Ogden
- In 2007, UDOT awarded six design-build projects including State Road 77 reconstruction and I-15 from 500 North to Interstate-215, as well as smaller projects like the Parley's Canyon bridges reconstruction, the 3300 South bridge at I-215 reconstruction and work on I-15 from 90000 to 10600 South
- By July 2009, UDOT had awarded eight more projects using the design-build method including Pioneer Crossing, State Road 92 reconstruction, 11400 South interchange/reconstruction and South Layton Interchange as well as smaller projects like I-15 from 7200 South to 9000 South reconstruction and bridge rehabilitation projects at I-80 and 2300 East, I-80 at Echo, and six bridges on I-15 in Payson

Design Build and I-15 CORE

- In December 2009 UDOT selected the design-build contractor team, Provo River Constructors, to reconstruct I-15 CORE because the team provided the greatest value solutions for the project
- Provo River Constructors has proposed an aggressive timeline designed to minimize long-term inconvenience to the public. Construction will begin in spring 2010 and is expected to be completed in December 2012, nearly two years ahead of the required schedule. UDOT will remain in constant oversight of I-15 CORE and has an independent review team to monitor quality and ensure parameters are met by the design-builder throughout construction